



Death of President Lincoln, April 15, 1865. John Hay sits in the foreground at the left.

HAY CENTENARY DISTRICT EVENT

Cabinet Officer From Washington an Author and Statesman Whose Life Was Associated With Great Days in History—Other Leaders in H Street Circle—Arlington Hotel Story.

By John Claggett Proctor.

A CENTURY of years is, to many, a very long time, and yet, historically speaking, it is but yesterday, and though we pride ourselves upon being good American citizens, few of us have any general idea as to what has transpired in this country during that time. Few could even tell, without looking the matter up, what men have served as President during these years, what outstanding things they did, if any, and where they are buried.

Indeed, it is quite probable that the average person would not make 50 per cent on this question, even if the time were reduced to 20 years instead of a hundred, which clearly indicates how very soon our conspicuous men pass from memory.

OUR own Washington and Lincoln will always be the best remembered of our Presidents, and yet, if a poll were taken, it is more than likely that not more than one adult in four could tell where either President is buried.

But, after all, though this lack of knowledge may seem lamentable, yet it only demonstrates that we are really soon forgotten and that greatness exists but for a short while and then, like John Brown's body, lies moldering in the grave for eternity.

America has brought forward many important men, aside from those who have held the office of Chief Executive, and many of these, as in the case of John Hay, have been dropped out of sight. To the former group the District of Columbia contributed one very important national character, not a native of the District, but one who established himself here and claimed this city as his official home. This man was John Hay, statesman and author, who, when assuming the office of Secretary of State, on September 30, 1898, in the cabinet of President McKinley, did so as "John Hay of the District of Columbia."

Of course, it is very unusual for the District to have accredited to it a cabinet officer. The only other occasion when this occurred was when President Lincoln made Montgomery Blair his Postmaster General, unless we include Secretary Daniel C. Roper, who has lived here off and on, and generally on long enough to qualify for membership in the Association of Oldest Inhabitants.

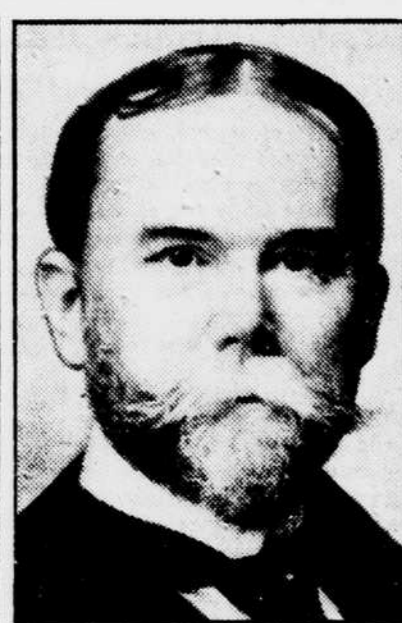
WHAT makes reference to John Hay of particular interest at this time is the one-hundredth anniversary of his birth, which occurred yesterday, having been born at Salem, Ind., on October 8, 1838, his parents being Dr. Charles Hay and Helen (Leonard) Hay. John Hay's middle name was Milton but this he dropped when he left Brown University. In an address made by Mr. Hay to the Ohio Society of New York, January 17, 1903, he summed up his family connections and his life's activities, saying:

"When I look back on the shifting scenes of my life, if I am not that altogether deplorable creature, a man without a country, I am, when it comes to pull and prestige, almost equally bereft, as I am a man without a State. "I was born in Indiana, I grew up in Illinois. I was educated in Rhode Island, and it is no blame to that scholarly community that I know so little. I learned my law in Springfield and my politics in Washington, my diplomacy in Europe, Asia and Africa. I have a farm in New Hampshire and a deskroom in the District of Columbia. "When I look to the springs from which my blood descends, the first ancestors I ever heard of were a Scotchman, who was half English, a German, a woman, who was half French. Of my immediate progenitors, my mother was from New England and my father was from the South. In this bewilderment of origin and experience I can only put on an aspect of deep humility in any gathering of favorite sons and confess that I am nothing but an American."

JOHN HAY'S first residence in Washington was at the White House, and his first job here was as assistant secretary to Mr. Lincoln when the martyr President came here in 1861. He was then 22 years old, a graduate of Brown University, Providence, R. I., a city that has recently undergone so much distress caused by the ravages of the hurricane and tidal wave that also did so much damage to property in other parts of New England, and which resulted in the loss of many lives. He also studied law, but seems to have preferred writing to Blackstone's Commentaries, and it was not long after he came to Washington that he found himself writing a story for Harper's New Monthly Magazine on Col. Edward Dickinson Baker, United States Senator from Oregon, who died in battle near Contrabands Ferry, October 21, 1861. This death was also commemorated by lines written at the time by the youthful son of the President, William W. Lincoln, published in the National Republican, November 4, 1861, as follows:

"Lines
On the Death of Col. Edward Baker.
There was no patriot like Baker
So noble and so true;
He fell as a soldier on the field,
His face to the sky of blue.

His voice is silent in the hall
Which of his presence grac'd,
No more he'll hear the loud acclaim
Which rang from place to place.



JOHN HAY.
Author and statesman, born October 8, 1838; died July 1, 1905. He claimed the District of Columbia as his residence.
—Star Staff Photo.

No squeamish notions filled his breast.
The Union was his theme.
"No surrender and no compromise."
His day thought and night's dream.

His country has her part to play,
Toward those he left behind.
His widow and his children's all.
She must always keep in mind."

From this time on, John Hay's writings, including his many poems, form part of the country's best literature. However, his crowning accomplishment was the part he performed in the writing of the well-known 10-volume work on the life of Abraham Lincoln, of which he was joint author with John G. Nicolay.

JOHN HAY'S most important positions were those of Ambassador to Great Britain and Secretary of State. He came to the latter office a month after the close of the Spanish-American War, but soon demonstrated his great ability as a diplomat in the framing of the Hay-Pauncefote treaty to remove objections to the construction of the Isthmian Canal, and the modus vivendi with Great Britain by which a temporary boundary line was fixed with Alaska. His success in urging upon the powers the "open-door" policy in China also made him notable.

He seems to have had plenty to do in his high and responsible office, and he also showed much ability in arranging a settlement of the Samoan question.

The message he sent to the Sultan of Morocco in 1904 has been often quoted. A person named Perdicaris, it seems, and his stepson had been seized and carried off to the mountains of Morocco by the principal bandit chief, Raisuli. Perdicaris was supposed to be an American citizen, and according to Fred A. Emery, "the bandit haggled with the Sultan over ransom terms. The Washington Government was disgusted with the Sultan's hesitancy."

"What message would you send as an ultimatum?" Secretary Hay asked Edwin M. Hood of the Associated Press one day. "Perdicaris alive or Raisuli dead," replied Hood. Immediately Secretary Hay sent that famous ultimatum, the consulate at Tangiers delivered it to the Sultan, and Perdicaris and his stepson were back home in two days. Here, however, is a hitherto unrecalled sequel: The State Department later found that Perdicaris had not yet acquired American citizenship."

IT IS quite unusual for any one to look unfavorably upon the office of President of the United States, but the story is told that Mr. Hay actually dreaded being elevated to this office, for which he had twice been in line—once when Vice President Hobart died, November 21, 1899, and when President McKinley passed away at Buffalo September 14, 1901.

Although John Hay had been a sick man, yet his sudden passing away at Newburg, N. H., on July 1, 1905, was not looked for, and proved a shock to the Nation, and especially to his many close friends. In addition to Mrs. Hay, he left two daughters, Helen and Alice, and a son, Clarence L. Miss Helen Hay became the wife of Payne Whitney in 1902, and Alice married James Wolcott Wadsworth, Jr., in September of the same year. Adeline Stone Hay, the Secretary's eldest son, died in 1901 from an accident which occurred in New Haven, Conn., and is buried in Lake View Cemetery, Cleveland, Ohio, where also lie John Hay and Mrs. Hay.

James Wolcott Wadsworth, to whom Alice Hay was married, later served in the United States Senate and is now a member of the House of Representatives.

At the time of Mr. Hay's death, President Theodore Roosevelt said:

"The Ames' people have never had a greater Secretary of State."

William Howard Taft, then Secretary of War, said of the deceased: "Secretary Hay was a remarkable man; remarkable in more ways than one. I count it one of the greatest privileges and pleasures to have been associated with him. He was America's premier diplomat," and The Star said:

"He was a master of the English language, both spoken and written, and his fame in this regard was international. His 'Pike County Ballads,' including 'Jim Budo' and 'Little Breches,' written in his college days and shortly thereafter, have long been famous. His most pretentious work was the 'Life of Abraham Lincoln,' which he wrote in collaboration with John G. Nicolay."

IN 1885 John Hay and his near friend, Henry Adams, built adjoining houses on H street near St. John's Church. The Hay residence was on the northwest corner of H and Sixteenth streets, facing Sixteenth, and the Adams house came next, facing H street. Both houses overlook Lafayette Park. Here the Hays entertained in an eminently dignified way quite frequently during the early part of his presidency, but the falling health of the Secretary and the disinclination of Mrs. Hay practically retired them

from active participation in social affairs for several years. However, the festivities surrounding the marriage of Miss Helen Hay to Mr. Payne Whitney were perhaps the event of their residence here in which the greatest public interest was centered. After the marriage of the second daughter to Mr. Wadsworth, which event took place at the family summer home, they were relieved of any necessity of extending or accepting hospitality outside of that required by official custom. And following the death of Mr. Hay, the Wadsworths occupied the Hay residence.

Henry Adams, who resided next to the Hay residence—and both of these sites are now covered by the Hay-Adams house—was a noted historian. Mrs. Adams died in 1885, and the Saint-Gaudens statue was erected to her memory in Rock Creek Cemetery in 1891. Saint-Gaudens, the celebrated sculptor, was a friend of the Adams and one of the few of a small group of friends privileged to visit their home, and Mr. Hay declared the memorial to Mrs. Adams as indescribably noble and imposing and a masterpiece. "It is full of poetry and suggestion," he said, and "infinite wisdom; a past without beginning and a future without end; a repose after limitless experience; a peace to which nothing matters—all embodied in this austere and beautiful face and form."

Perhaps of equal artistic merit is the Kauffmann Memorial in the same cemetery, of similar design. It was erected in 1897 and is the work of William Ordway Partridge.

H street from Vermont avenue to Seventeenth street has been a wonderful thoroughfare in its day, and many will still recall the Arlington Hotel which stood on the site of the building occupied by the Veterans' Administration. This old hotel building was built in 1865 by that eminent Washingtonian, W. W. Corcoran, and for several years thereafter was known as the Arlington Hotel.

The Vermont avenue side of the site was occupied by at least three dwellings. The first one, which was from the corner of I street, was from time to time the home of such distinguished Americans as Reverdy Johnson, Senator from Maryland and Minister to England, and James Buchanan, before he became President.

To the south of this residence was the home of William L. Marcy, who served as Secretary of War during the administration of James K. Polk and later as Secretary of State in the cabinet of President Franklin Pierce.

Lewis Cass lived in the third house

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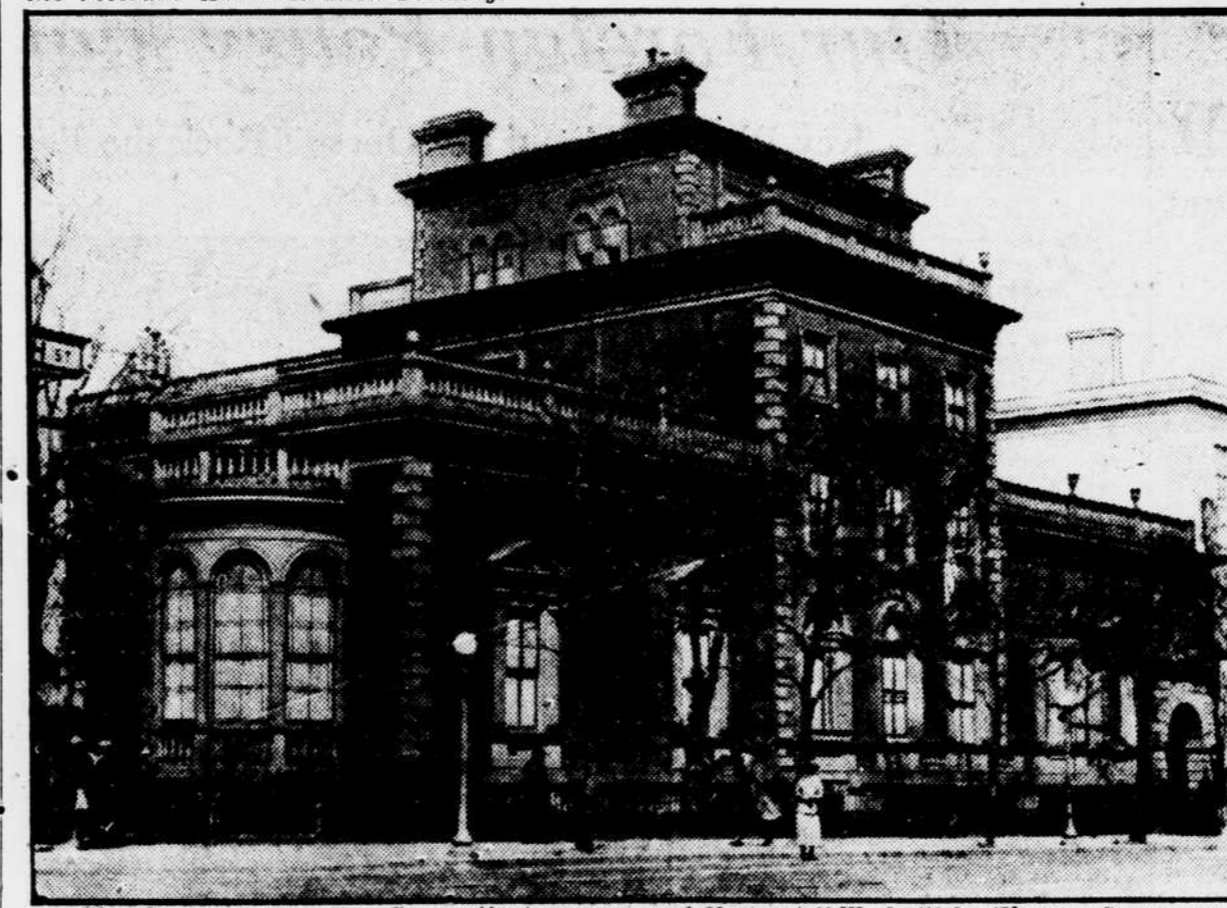
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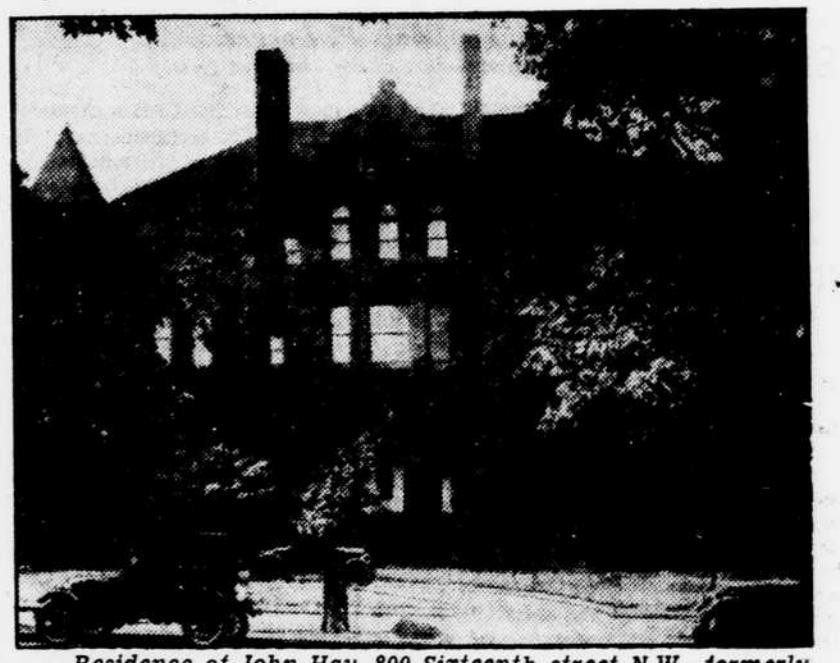
Arlington Hotel, Vermont avenue and H street N.W., formerly on the site now occupied by the Veterans' Administration Building.



The Corcoran Mansion, Connecticut avenue and H street N.W., built by Thomas Swann and once occupied by Daniel Webster and W. W. Corcoran. It was on the site of the National Chamber of Commerce.



The Matthew Saint-Clair Clarke House, 1525 H street N.W., now the home of Mrs. Margaret C. Buckingham, is a house replete with history.
—Star Staff Photo.



Residence of John Hay, 800 Sixteenth street N.W., formerly on the site now occupied by the Hay-Adams House. The home of Henry Adams, historian, is to the left.

south of I street. He was a man who had achieved great honor on the battlefield during the War of 1812-15, under Gen. William Henry Harrison, who promoted him to be a brigadier general for his part in the decisive victory over the British under Gen. Proctor and the Indians under Tecumseh. President Jackson made him Secretary of War and President Buchanan made him Secretary of State.

AT THE northwest corner of Vermont avenue and H street lived Charles Sumner, Senator from Massachusetts and one of the most ardent and active anti-slavery members of the United States Senate. It was during the bitter discussion on the repeal of the Missouri Compromise in May, 1856, that Senator Sumner was assaulted by Representative Preston S. Brooks, a nephew of Senator Butler of South Carolina, to whom Sumner had referred in his speech. So severely injured was the Massachusetts Senator that he was unable to appear in the Senate for nearly four years thereafter.

At his H street residence, where he died March 11, 1874, were many portraits of celebrated men, engraved by masters of the art of engraving, to which he would sometimes call the attention of his visitors, and after speaking of their artistic merits would proceed to give biographical sketches of the originals, together with brief histories of the times in which they lived, thus making each picture the text of a historical and biographical discourse to which it was both pleasant and instructive to listen.

His love for children is said to have been a prominent trait of his character, and few men possessed a happier faculty, inspiring their confidence and winning their affection. His influence over them is believed to have been truly magnetic.

Other residents of the Sumner house were Walter Q. Gresham, Secretary of State under President Cleveland, whose remains now lie in Arlington National Cemetery, and Henry C. Payne, Postmaster General in Theodore Roosevelt's cabinet.

ADJOINING the Sumner residence to the west was the home of Senator Samuel C. Pomeroy of Kansas, another enthusiastic Republican. Some time after the Arlington Hotel was built these two residences were combined and formed the H street entrance, though they were not a part of the main building.

When the Arlington Hotel was erected it was considered an uptown hotel, and, indeed, judging from the following description of the neighborhood, made by George Alfred Townsend, as it appeared in 1865, we might even be justified in calling it a suburb. Mr. Townsend in speaking of the assassination of President Lincoln and the attempt made upon the life of his Secretary of State, William H. Seward, says:

"Vermont avenue was such a sluice of desolation that in 1865, after stabbing Mr. Seward, the assassin, Payne, galloped half a block and disappeared out this street among the stables, shanties, dumping piles and ditches which pressed close up to Lafayette Square."

In addition to the houses already mentioned on H street near Vermont avenue, there was also the home of Mrs. Ann Cazanave, the widowed daughter of Nottley Young, one of the city's original proprietors. This house was probably erected shortly after the year 1800, though Mrs. Cazanave, becoming homesick for South Washington, sold the property to John D. Barclay about 1811 and subsequently it was occupied by Fielder R. Dorsett, a well-known carpenter of that period.

Benjamin Gilpin is said to have owned the lot adjoining the one mentioned, which he bought about 1818. Soon, however, it passed into the hands of George Hay, a prominent lawyer, who built a home and lived there some years with his brother Charles Hay of the Navy Department.

The next owner of this property was Matthew St. Clair Clarke, clerk of the House of Representatives, 1822-1834, and he, we are told, rebuilt the house then on the ground, the builder being John C. Harkness. It was the eighth house built on Lafayette Park, and Mr. Clarke had planned erecting on the front a pretentious \$5,000 marble portico. But due to the loss of a fortune of \$200,000 the stone ordered was left in the marble yard in Baltimore. Mr. Clarke resided here at least until 1846.

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This house, which is numbered 1525 H street, subsequently became the home of Joseph Gales, editor of the National Intelligencer, and later of Lord Alexander Baring Ashburton, when the Webster-Ashburton treaty was drafted defining the present Canadian boundary. This treaty was later signed in the old State Department, which stood at the north end of the Treasury Building, the site of which was marked a decade ago with a bronze tablet by the Kiwanis Club, under the auspices of the Permanent Committee on Marking Points of Historic Interest in the District of Columbia.

The house was also the home of the British Legation while Lord Dalling, otherwise known as Sir Henry Bulwer-Lytton, was Envoy Extraordinary and Minister Plenipotentiary to the United States, 1849-1852. There his talented nephew and secretary, Edward Robert Bulwer-Lytton, later Lord Lytton, whose pen name was "Owen Meredith," began his celebrated poem, "Lucille."

It was during Lord Dalling's term (See PROCTOR, Page C-5.)

COMMUNICATION REVOLUTIONIZED BY FIRST ATLANTIC CABLE

News of Laying Was Received With 91-Gun Salute.

By A. G. West.

EIGHTY years ago the United States naval frigate Niagara landed the first Atlantic cable at Newfoundland, the joint enterprise of British and American men-of-war.

The afternoon of August 4, 1858, had found the ship standing up Trinity Bay for Bulls Mouth Island. Icebergs had been sighted in the west and the convoy vessels, H. M. S. Porcupine and Gorgon, were ahead as the squadron passed the Tail of the Banks.

Seven bells had struck as the captain of the British warship came aboard to confer with Capt. Hudson on the Niagara as the vessel proceeded slowly into the cove. The critical moment that two continents had awaited for more than a year had at last arrived. The frigate continued to pay out cable until midnight, when all hands were called to bring the ship to anchor.

Officer of the Deck McCauley wrote in his log, "Loved the boats and buoyed the cable with them." The stern anchor was dropped in 15 fathoms of water and at 3 a.m. the cable cut and the crew commenced to pay it into the second cutter for landing on shore.

When drawn broke the boats of the squadron had left the ship with the cable and commenced pulling it toward shore. By 6 o'clock of August 5, officers and men had proceeded with the American end of the Atlantic cable to the telegraph station house where Capt. Hudson offered "Thanks to Almighty God for the successful termination of the expedition."

The historic event was not celebrated on the Niagara by festivities. Officer of the Deck John Guest tersely marked up his log, "At 8:30 a.m. piped the hammocks down to refresh the crew. Loaded the electrician and baggage."

THE following day a telegraphic dispatch was received that the British man-of-war Agamemnon had landed the European end of the cable at Valentia Bay, Knightstown, successfully. This message was evidently the first telegram ever transmitted over the North Atlantic, and marked an epoch in international communications.

The message was received with a salute of 91 guns, and as soon as the news was flashed to New York, where the American Telegraph had its of-

fice at 10 Wall street, the crowds of visitors began to collect. Queen Victoria dispatched a telegram of congratulations to President Buchanan in honor of the achievement and September 1 was set aside as a day of national rejoicing for this "cable jubilee."

The year 1858 had been an important milestone in the advancement of international trade. The first letter-box collections had been taken up from boxes erected in New York and Boston in early August, while the first overland mail had been forwarded between San Francisco and St. Louis on October 9, exactly 80 years ago today, though it was then but 11 years after the experiment of postage stamps had been authorized in the United States.

The new-fangled contraption, the railroad, which had commenced to carry mails in 1834, had speeded matters up a great deal, though letters were still carried by stage coaches, sulks and post riders in many parts of the Nation. The zone system of charging for postage was in effect in that transition period, and rates were so high and so oppressive that conditions were very little better than they had been a century earlier, when Benjamin Franklin had been the postmaster at Philadelphia.

MAILS were carried to the West Coast by way of Panama, and trade with the Pacific was thus unendurably delayed. Capt. Sir John Franklin had sailed in 1845 with Capt. Crozier in the Erebus and Terror in search of the Northwest Passage, but when no news of them had been reported three years, the British government dispatched three expeditions for their relief. That was the inauguration of the most important era of Arctic exploration, by England, France and the United States.

The first whaler, Capt. Roys, had ventured through Behring Strait in 1848 with the American Snuffbox, and his success was such that 154 American whalers followed the next year, and thus the whale fisheries were established permanently in that section. Gold was discovered on Capt. Sutter's farm in California, and the following year, 1850, California was admitted to the Union. Commodore Perry, who had sailed in November, 1852, for Japan, had reached Yeddo Bay, where he wintered, and concluded the treaty with Japan by March, 1854.

The way for trade between the United States and the Orient was open. But international trade is closely dependent upon international communications. Weeks and months elapsed between shipments between the Atlantic and Pacific Coasts, and the effort to establish a cable across the ocean to link up the European nations with



This is the type of vessel that formerly carried passengers and freight between ports of the world in the days when telegrams and radiograms were unknown. Cargoes often took months, or even a year, to reach their destination, and news was subject to many delays.

The New World was therefore a vital link toward trade with the Far East, and was to have a far-reaching effect upon the development of foreign demand for the rich grain areas and ore mines of the Middle West.

The need for fast mails and reliable telegraph communication between nations had long been apparent to the merchants of Europe. The victory achieved by the successful laying of the first Atlantic cable was pointed by the transmission of news from abroad of the collision of the steamer Arabia and Europa in rapid time, which normally would have taken weeks if carried by the mails.

THIS piece of intelligence alone was sufficient to prove the value of an ocean cable. But the victory was to be short-lived, for by mid-October the cable had expired because of the intensity of electrical charges for which the materials had not been sufficiently prepared.

In spite of the early defeat of the original cable, a meeting was called in Paris in 1865 that was to have a profound result in the stimulation of American trade. The great overland routes in Europe had not yet been completed. Telegraphs were isolated islands and Alexander Bell had yet to receive a patent on his new idea, the telephone.

The messages between nations were beset with difficulty, harassed by infinite delays and irritating and restricting rules. Costs were exorbitant. An early cable over the North Atlantic ran to around \$100 for 20 words, with a charge of about \$5 for each extra word. The parity in Paris was to found a new organization to be known as the International Bureau of Telegraph Administrations. From it was to flow the law and order of the international telegraphs for the next 50 years, as administered by the great Telegraph Union, to which every important nation in Europe belonged.

The first telegraph parity at Paris was succeeded by the second at Rome, in 1870. Five years later there was a conference at St. Petersburg, to which the United States was extended an invitation by the Imperial Russian Government. The American commercial telegraph companies waited upon Secretary of State Hamilton Fish, with the result that the United States held only a watching brief at the most momentous meeting on telegraphs and cables ever held.

THE treaty that was formulated at that conference in Russia endured for over half a century. Upon it hung the regulations for telegrams and the rates for messages throughout the world, and though the United States was not a party to the treaty, and had no vote in its making, this Nation

found itself bound in its international communications by the terms of the convention framed by the nations of Europe.

In 1927 the International Telegraph Union met in Washington, D. C., simultaneously with the International Radiotelegraph Union at the United States Chamber of Commerce. This conference was one of the most important held in the history of communications, for the assignment of the radio spectrum was plotted out by United States Government experts in a new and novel form. Congress appropriated \$96,000 with which to defray the necessary expenses of entertaining the distinguished foreign delegates and their technical experts, who were luxuriously housed at the Hotel Carlton and receptions, balls and entertainments filled in the moments between plenary sessions and committee meetings of the radio diplomats.

The era was the cross-roads between the use of long wave and short wave radio. The noted scientist, Dr. Hoyt Taylor, working at the Naval Laboratory at Bellevue, Anacostia, had just perfected a new series of transmitters which were even then being installed at the Naval Radio Station at Arlington, Va. But these ultra-modern sets, which embraced the theory of using a variety of wave lengths best suited to transcontinental transmission, were not put into active use until the last of the foreign delegates had set sail for Europe. Short-wave transmission over long distances was a success. But it was not fully appreciated to what an extent for many long months, due to the discreet silence of the American experts.

BY 1931 the cat was out of the international bag. The Washington treaty had gone into effect. Madrid, which had made the successful bid for the next parity, was on the horizon for 1932. The rise of broadcasting had been a triumph, but chiefly for the Americans, whose far-sighted talents in the amateur field had culminated in their success in commercial radio.

Between 1932 and 1933, when the Telecommunications Conference closed at Madrid and opened at Cairo, are only six years. But in that period radio had become a vast international force, extending to aviation, as well as to communications, shipping and broadcast intelligence.

Senator Wallace H. White, Jr., of Maine, chairman of the United States delegation at the Cairo conference on radio and telegraphs last spring, has recently submitted his official report to the Secretary of State, Cordell Hull. Chief among the results obtained at this Telecommunications Conference were the assignments of radio frequencies for seven interocean air commerce flights. These radio highways

Today Is the Birthday of Transcontinental Mail Service.

of the air will now have their own specific radio allocations, which will be used by the planes of any nation on their way to and from the ports of Europe.

"The heavens filled with commerce, argosies of magic sails" that Alfred Tennyson wrote about so long ago, has now come true. The poet did not live to see his prediction of the "Pilots of the purple twilight, dropping down with costly bales," as the aircraft of Paris and London and Newark and Chicago are filled today with modern airliners.

THE race to secure the most desirable radio frequencies for the ocean lanes to be flown in the future by the air transports of Europe was an important part of the conflict this year at the Cairo parity. Half a dozen nations, led by Germany, Great Britain, France, Netherlands and Russia, opposed the United States with respect to aircraft radio assignments, according to Senator White's report.

Over two months were taken up with this battle to secure an agreement on aeronautical matters at the radio meeting. The conference was frankly air-minded, but aviation in Europe is chiefly on the medium wave-lengths and by telegraphic systems, as opposed to the general and widespread use in America for domestic air services of radiotelephony on the short waves.

This meant a struggle to force this country to use what Europe is accustomed to use in aircraft equipment. Efforts were made to clear the short-wave bands above 6,000 kilocycles for international flights, but at the expense of existing American stations. The United States delegation refused to accept this recommendation and Europe finally decided to adopt what were known as "spot" assignments on the radio spectrum for their international flights between Asia, South America, North America and over the Pacific.

Aviation radio has arrived. It is no longer the Cinderella of the world of aeronautics. In 10 short years, from the date of the discovery of the shielded spark plug by Malcolm Hanson at Anacostia, and the test flight by Lt. George De Baun, U. S. N., over the Potomac, radio has come into its own in aviation, and the air transport line of the future will convey messages from the upper air lanes, as the Atlantic cable first transmitted them underneath, just 80 years ago this fall.